



John Carter Brown.

[Pier, John]

For map see 6:321-1755.

EXPLANATION

FOR THE

NEW MAP

OF

NOVA SCOTIA and CAPE BRITAIN,

With the Adjacent PARTS of

NEW ENGLAND and CANADA.



L O N D O N :

Printed for T. JEFFERYS, Geographer to his Royal Highness the Prince
of WALES, at the Corner of St. Martin's-Lane, Charing-cross.

MDCCLV.

ERRATA:

- P. 16. l. 1. instead of *As for the Mariners Compass rectified, and the like Books, read To judge from Circumstances, he could have taken the Latitude of that Cape from no other Place than the Mariners Compass rectified, or some such Book; with regard to which*
- Ibid. l. 7. after *by* put *S.*
- Ibid. l. 12. for *Sable*, read *Kanso*.
- Ibid. l. 13. for *Kanso*, read *Sable*.
- P. 4. l. 11. instead of *the Boundary of the Line*, read *the North Boundary-line*.
- P. 5. l. 33. after *Harbours*, r. *(whereof we have some others,*
- P. 6. l. 32. after *Coast*, r. And indeed all through the Coast from *Kanso Gut* to *Port Royal*, which Course he had often run. He also took the Latitudes of Capes *Kanso* and *Sambro*, if not that of *Cape Sable*. This Chart of *Capt. Thomas Durel*, including all the Peninsula of *Nova Scotia*, and the Bay of *Fundy*, was made in 1736. It is accommodated with a Scale of Latitude, allowing $4\frac{3}{4}$ Inches nearly, to a Degree.
- P. 9. l. ult. for *two*, r. *too*.
- P. 12. l. 24. for *represent*, r. *the latter represents*.
- Ibid. l. 25. after *length*, r. they likewise put *Great Menan* at the East Entrance of *St. Croix Bay*, instead of the Western.
- P. 14. l. ult. after *Chart*, r. But in drawing the Coast from the Gut of *Kanso* to *Port Royal*, he was doubtless assisted with the Draughts of *Capt. Thomas Durel*. This appears from the Conformity it bears in this Part with the manuscript Chart of that experienced Commander before mentioned.
- P. 19. l. 9. after *with*, r. *Merrimak River*, at



EXPLANATION

FOR THE

MAP of *NOVA SCOTIA*.



N Composing the present Map, besides making Use of those already published by Mess. *Popple*, *Bellin*, *Danville*, and others, with the Surveys of Surveyor-General *Blackmore*, Capt. *Southack*, Capt. *Barnesley*, and Mr. *Chabert*; I had Recourse to a considerable Number of manuscript Charts, Surveys, Draughts, and Plans, of the Coasts, Bays, Rivers, and Ports, within the Limits of my Design: most of which were either communicated to myself, or procured by my Friends; who, out of a laudable Zeal for the Benefit of Navigation and Commerce, took more than ordinary Pains to furnish me with Materials. Nor were those whom they applied to less ready to lend their Assistance; some, as Brigadier *Waldo*, having been so extraordinary beneficent, as even to send to *America* for Surveys of certain particular Parts which I was at a Loss for.

Among the Number who were applied to on this Occasion, none refused to communicate the Materials which they were in possession of, excepting one Gentleman; for which he made this Apology, that he had before lent them to another Person who was also about a Map, which he had Thoughts of publishing. But this was so far from being a good Reason why the Draught in question should not have been communicated to me, that it was the best which could be given why it should: for the End of such Communications ought to be to advance useful Knowledge; and more Improvement is to be expected from the Endeavours of many People, than of only one. If the same Materials be put into the Hands of twenty different Persons to work upon, each of them will contribute more or

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left, according to his Abilities, to improve the Art or Science. Some will strike Light out of bare Hints; while others will make but bad Work, though furnished with the best Helps. If this Consideration had occurred to that Gentleman, who is a Man of a benevolent Disposition, and ready to promote any useful Undertaking, I make no Doubt but he would have lent his Draught without Hesitation. However, as it happened, a Copy was procured me from another Quarter.

The Coast of *New England*, from Cape *St. Anne* to Cape *Elizabeth*, or rather *Royals River* in *Kasko Bay*, is laid down chiefly from two Surveys; the first a manuscript Map of Capt. *Richard Hazzen*, made in 1750; of which I perused two Copies. It consists of Surveys; 1. The Boundary of the Line of the *Massachusetts Bay* Province in *New England*, from the Sea three Miles North of *Merrimak River*, to *Albany* in *New York*, as run by him in 1740. 2. The Country between *Albany* and *Montreal*, exhibited from a *French* Plan of the same, compared with the Reports of several *English* Prisoners taken in the last War. 3. The Province of *New Hampshire* in *New England*, surveyed by himself, and others. 4. All the Sea-coast from the Mouth of *Merrimak River* to that of *St. Croix* in *Nova Scotia*, surveyed by Order of the Board of Trade in 1750, signified to the *Massachusetts* Government. The Map is 8 Feet by 4 Feet 4 Inches, laid down by a Scale of 4 Miles to an Inch. It seems for the general to be tolerably well executed, and is interspersed with useful Remarks: But it does not appear that he observed any Latitudes; nor has he accommodated it with either Meridians or Parallels. The whole is laid down by a Scale of 4 Miles to one Inch.

Mr. *Hazzen* is the first who, with any Accuracy, exhibited the East-side of *Penobskot Bay*, and *Mount Desart* Island; which seems to have been the Term of his Voyage, as, he says, he from thence made an Observation of the Mouth of *St. Croix River*. Allowance seems to be made throughout for the Variation, as the *Massachusetts* Line is regulated by it.

The second, Capt. *Henry Barnesly's* Survey of the *New England* Coast, from Cape *Cod* to Cape *Elizabeth*, published in 1751. It is 75 Inches long; but differs much from *Hazzen's* Map, which I chose to follow for the general. It appears from the Graduation that he observed no Latitudes, that of *Boston* being put in 42 Degrees 37 Minutes; which are 12 Minutes more North than was found by Observation.

From *Royals River* to *Penobskot Bay*, and along the West-side to the Mouth of the River, is taken from particular Surveys made of all that Coast, by Order of the Gentlemen who are Proprietors of a considerable Part thereof: the Part to *Broad Bay*, within *Muskongus Bay*, by Capt. *John North*, in 1750; the Remainder by others, and both compared with Capt. *Hazzen's* Map. They are without Observations of the Latitude.

The Part from *Penobskot River* to the East-end of *Mount Desart* Island, is copied from Capt. *Hazzen's* Survey; the only one within that Space to be depended on; that of Capt. *Southack* being very erroneous, though said to have been best acquainted with *Penobskot Bay*. His Survey, made before 1720, ex-

tends from *Staten Island* in *New York River*, along the Coast, to *Shegnikto Bason*, and thence round the Peninsula of *Nova Scotia*, to *Green Bay* in the Gulph of *Nova Scotia*, called by the *French* the Bay of *St. Laurence*. It was published in 1731, and is 33 Inches long; the Original 30 or 40 Feet. Though, for the general, a very coarse and erroneous Draught, yet not without its Use; and would have been more useful had he mentioned the Parts which he viewed with most Care, such as that of *Cape Sable* seems to be. It does not appear, however, that in making this Chart he employed any Instruments, excepting the Log and Compass. On which Occasion I must observe, this is the first Time perhaps that ever a Person bred to the Sea undertook to make a Chart of so great an Extent of Coast, without ever taking a single Latitude; and for the Honour of Navigators, as well as Safety of Navigation, I hope it may be the last.

From *Mount Desart* to *Cape Race* or *Rage*, or rather *Holman's Harbour*, in the Bay of *Argal* or *Fundy*, is laid down from the Survey of that Bay made by Surveyor-General *Blackmore* in 1711 and 1712, by Order of *Queen Anne*; in which Space it differs from *Southack's*. It extends from that Isle eastward along the northern Coast to *Shegnekto*, but no further North than the said Cape and *Mill Isle*. From thence it proceeds round the southern Coast (taking in the Bay of *Minas*) to *Port Royal*. It is accompanied with a Plan of the Bason of *Annapolis*, and regulated by the Latitudes observed at that City, *Mount Desart*, and *Mount Desart Rock*; which are inserted in the Chart, with other Remarks, relating to the Currents, Soundings, and Tides. With respect to the Coast from *Mount Desart* to the River *St. Croix*, *Hazzen's Map* agrees better with it than *Southack's*, although his wants the Island of *Passamaquidi*, which is found in the two later Surveys. If it cannot be called a very correct Survey, it is of considerable Use.

The Coast from *Cape Race* to *Shegnekto*, and thence round, including *Minas Bay*, to *Port Royal*, is exhibited from the accurate Surveys of Surveyor-General *Morris*, made in 1748 and 1749, laid down by a Scale of $3\frac{1}{2}$ Leagues to an Inch. It is supported by Observations of the Latitude at *Grindstone*, or *Mill Isle*, near the Entrance of *Shegnikto Bason*, and of *Minas*: and accompanied also with Draughts of *Port Royal* and *Shegnikto Harbours*; besides Remarks on the Soundings, Tides, Currents, and Variation of the Compass.

From *Port Royal Gut*, round *Cape Sable*, to *Port Senior* or *Rosignol*, on the South-coast of the Peninsula, is taken from the Chart of Mr. *Chabert*, Ensign of the King of *France's* Ships, Member of the Academy belonging to the Marine, &c. who was sent in 1750 to rectify the Charts of *Acadia* (or *Nova Scotia*), *Isle Royal* (or *Cape Breton*), and *Newfoundland*. This Chart, which is inserted in the Relation of his Voyage, printed in 1753, extends from Latitude 42 to 48, comprising the Peninsula of *Nova Scotia*, and Part of the Continent from *St. Croix River* in the West, the Island of *Cape Breton*, and the South-coast of *Newfoundland*, with the adjacent Islands and Banks.

This Chart, so far as the Author surveyed, is doubtless very accurate, and is supported by a considerable Number of Observations, as well of Latitude as

Longitude, mentioned in the Relation, and the Places marked where the Observations were made, distinguishing which were taken at Sea from those taken on Land. He has added a very useful Improvement, by marking the Scale opposite to the Place where Observations were made. In this Part he has given us the Latitudes of *Port Royal*, *Long Isle*, and *Seal Isles*, with the Latitudes and Longitudes of *Cape Sable* and *Cape Bokkaraw Passage*. It is drawn by a small Scale of about an Inch one-third to a Degree: But the Defect is in some Measure compensated by Surveys or Draughts of particular Parts; one of which falls within this Space, being that of *Cape Sable*, and the circumjacent Coasts, including *Seal Islands*. We have likewise been assisted with the Plans of certain Ports in this Part of the Coast; particularly of *Port Wager*, otherwise called *Rosway*, and by the *French Razoir*.

The Coast from *Port Senior* or *Rosignol*, to *Shillingkook*, near *Little Jiddore*, *Shed-dower* (as *Southack* writes it), or *Theodore*, is copied from another Survey of Mr. *Morris*, made in the Years 1751 and 1752, with no less Accuracy than the former. It is laid down by a Scale of one League to an Inch, but not accompanied with any Latitudes or Plans. However, Mr. *Chabert* very luckily has supplied the first Defect by an Altitude taken at *Chebueto* Head, called by him *Cape St. Cendre* (or *Sambro*); a Point of great Importance in drawing a Map of the Peninsula. With respect to Plans, we have been furnished with plenty from other Quarters, particularly of *Port La Heve*, and the Bays of *Margash*, *St. Margarets*, and *Chebueto*, with Part of *Mobone*: Of all these we have had several Draughts, excepting *St. Margarets Bay*, particularly of *Chebueto Bay* and *Halifax Harbour*; two of them *French*; one published by Mr. *Bellin*, in *Charlevoix's History of New France*; the other by Mr. *Chabert*, in the Relation of his Voyage; which last very nearly agrees with the Representation of the same Parts in Mr. *Morris's* Survey.

From *Cape Jiddore* *, near *Little Jiddore*, to *Cape Kanfo*, I have solely made Use of Mr. *Chabert's* Chart, for the Situation and Distance of the several Points, as well as Sounding of the Coast; yet not neglecting to augment the Detail from a manuscript Chart of Capt. *Durel*, and the Maps of Mess. *Popple* and *Bellin*; the first of whom agrees with Mr. *Chabert* in this Part of the Coast; most of which indeed is little known, especially the Bay of Isles from *Cape Jiddore* to *Cape Liscomb*, a Space of about 18 Leagues. I have met with no Draughts within this Division, excepting one of *Great Jiddore*, and another of *Frankland Harbour*, sufficiently rough.

With respect to the Coast from *Cape Kanfo* to the northern Entrance of the Gut of *Kanfo*, called by the *French* the Straights of *Fronsak*, Mr. *Chabert* has supplied the Smallness of his Map with two Charts; one of that whole Space, laid down by a Scale of near $25\frac{1}{2}$ Inches to a Degree; the other a particular

* It must be observed, that there are two *Cape Jiddores* or *Theodores*, the little and the greater; which last lies some Leagues distant from the other. Mr. *Bellin*, and after him *Robert*, marks the former in his Map; Mr. *Chabert* the latter in his Chart, without distinguishing either, by its comparative Appellation. Mr. *Chabert* placeth great *Jiddore* in his Chart about Latitude 44, 45, and Longitude 65, 15, from *Paris*, 15 Minutes more East than *Little Jiddore* by our Map.

Plan of *Kanfo* Cape and Harbour, with the adjacent Islands. This Draught, though affording a very good Idea of the Parts represented, which as to Situation are very truly exhibited, yet has neither the Completeness nor Accuracy, which distinguishes the large manuscript Chart of the same Coast and Islands, made by Capt. *Durel* in 1724, and communicated by his Nephew Capt. *Philip Durel*. This Chart is 3 Feet 4 Inches, by 2 Feet 4 Inches : whereas Mr. *Chabert's* is no more than about 13 Inches by 8 $\frac{1}{2}$, which is the Size of all his particular Charts.

Mr. *Chabert* has regulated this Part of his Chart, and the Draughts, by Observations of the Latitude, at the Ruins of the *English* Fort on *Kanfo* Island ; at *Platriere* Cove, in the Gut of *Kanfo*; and of the Longitude, as well as Latitude, of *Grand Anse*, or *Great Cove*, in the same Gut : By Help of which the true Latitudes and Longitudes of Cape *Kanfo*, Cape *Fronsak*, or *Turn-out*, at the North Entrance of the Gut, and all other Places contained in the particular Surveys or Charts, may be deduced. To these may be added the Latitude observed at the West-end of Island *Sable*.

The Coast from Cape *Fronsak* to *Green Bay*, and its Distance from *St. John's* Isle, is traced according to the Information of a curious Sea-officer, who was in those Parts in the Year 1751, compared with the Charts and Maps of the *French* ; from which the Remainder of the Coast of *Nova Scotia* northward to Cape *Rosiers*, with *St. John's* Isle, is laid down.

The River *Canada*, or *St. Laurence*, the Island of *Natiskotek*, corruptly *Anticost*, and North-coast of the Gulph of *Nova Scotia*, is exhibited chiefly from several Charts or Draughts of that River, found on board some *French* Ships taken in the last War by Admiral *Griffin*, and communicated by that worthy Commander ; particularly two, one of the River *St. Laurence*, made in 1738, from its Mouth to *Quebek*, with the Soundings ; 5 Feet 3 Inches long, by a Scale of 3 Leagues to an Inch and one-ninth : The other of the northern Coast from the Mouth of the River to *Bell Isle*, including *Natiskotek*, and the North-coast of *Newfoundland*, without the Soundings ; 4 Feet 1 Inch long, by a Scale of 3 Leagues to an Inch.

The Island of Cape *Breton*, or *Isle Royal*, with those of *St. Paul*, of *Birds*, *Brion*, and *Magdalen*, also the S. W. Point of *Newfoundland*, named Cape *Ray*, is laid down from Mr. *Chabert's* Chart and Plans, whereof two relate to Cape *Breton* ; that of the Gut of *Kanfo*, or *Fronsak*, including the S. W. Coast of the Island, with the greater Part of *Isle Madam* ; the other exhibits the S. E. Coast, from *Guion* to *La Pierre a Fusil*, or the *Flint* Isle, comprising the Bays of *Gabarus*, *De Mire*, and *Morienne*, with the Port of *Louisburg*, *Skatari* Island, and the other Isles adjacent to the Coast.

Besides the Latitudes and Longitudes observed in the Islands and Gut of *Kanfo* mentioned above, this Part of Mr. *Chabert's* Survey is regulated by the Latitudes of *Skatari* Islands, Fort *Dauphin*, the Island of *St. Paul*, and of Cape *Ray* in *Newfoundland* ; but above all by his Observations, both of the Latitude and Longitude, made at *Louisburg* or *English* Harbour, which were the principal Motive of his Voyage, and the Basis of all the rest.

The

The inland Parts of *Nova Scotia*, with the Country between it and *New England*, also all to the North of *New England* to the River *St. Laurence*, forcibly possessed by the *French*, are laid down chiefly from the *French* Maps before mentioned, particularly that of Mr. *Danville*; yet much improved by certain Surveys, particularly of the Rivers *Kennebek* and *St. John's*. Part of this last, to the Port of *Naxoat*, 28 Leagues upwards from its Mouth, was surveyed in the Year 1697, when the *English* attacked that Place. The Draught is ascribed to Capt. *Southack*, and is laid down by a Scale of one League to an Inch one-eighth.

With regard to the Rivers *Kennebek* or *Kennebekik*, and *Ammeroskoggin* or *Ammonoskoggin*, which fall into *Merry-meeting Bay*, and are Branches of the main Stream, called by many *Sagadahok* *, as well as the *Ammeroskoggin*; this latter is exhibited from a Survey made of it in 1719, by Col. *Heath*, Governor of *Richmond* Fort, as given by Capt. *North*, in a Map or Plan of the Coast from *Piskataqua* River in *New England*, to that of *Penobskot* River, drawn by him in 1753. It measures 3 Feet 4 Inches by 3 Feet, and is laid down by the same Scale as Capt. *Hazzen's* Map; from which the whole is taken, excepting the Part from *New Kasco* to *Broad Bay*, containing 15 Miles on each Side of *Kennebek* River, surveyed by himself in 1750.

Kennebek River is exhibited in the same Map as high as the Falls above *Norijwoak*, or *Noridgwalk* †; the Part from thence to *Takonnek* Falls, (and its Communication by a small Carrying-place with the *Ammeroskoggin*), from Colonel *Heath's* Survey; the remaining Part to the Sea, from a Survey of Capt. *North's* own, made in the Year above mentioned for the *Plymouth* Company. But from *Richmond* Fort upwards to the Carrying-place and Pond near the Head of the *Kennebek*, ours is laid down chiefly according to the Survey made in 1754, by Order of Governor *Sbirley*, during the March of the Forces to secure the Erection of the Forts *Western* and *Halifax*; which, with *Norijwoak*, lie on the East-side of the River, and not on the West-side, as former Maps place them. The Remainder of the *Kennebek* to its Head, where it interlocks with the *La Chaudiere*; and also the Course of this last River to its Exit in the River *St. Laurence*, is taken from an Eye-draught made by a *French* Defenter in 1754.

The inland Parts of *New England*, which come within our Map, are laid down chiefly from particular Surveys, especially the large Map of Capt. *Hazzen*, who seems to have augmented his own with those of others, especially as to *New Hampshire*. The Country to the North of this Province, as well as that of the *Massachusetts* Bay, being but little known to us, I have settled the Course of the *Konnektekut*, *Royals* River, and the Branches of the *Sagadahok* or *Ammeroskoggin*,

* This Name, which from the River is communicated to the Province of *Sagadahok* (formerly called the Duke of *York's* Property or Territory, and afterward, on his ascending the Throne, the *King's* Territory), is not the *Indian* Name of the River itself, but of the Entrance, signifying the Mouth of the River. However, many give the Name of *Sagadahok* to the united Stream of both Rivers; although others will allow it no other than that of *Kennebek*. It is true, some of the most ancient Navigators gave it the Appellation of *Sagadahok*; others that of *Kennebek*, or *Kennebeki*, as all the *French* do.

† This latter Name is an *English* Corruption; the *French* call it *Arijwoak*.

the best I could, according to my own Conjectures, in concert with the *French* Maps.

I have been thus particular in my Account of the Materials, as well with a View to set an Example to others, as to give Authority to my Map: for, to what Use was it barely to say, I have composed my Map from the best Surveys and latest Observations? If I did not specify those Surveys, who would be the wiser, or be able to distinguish the Parts surveyed from those which are not; the Places whose Situations have been exactly determined, from those which are uncertain, and perhaps err 10, 20, or 30 Minutes from the Truth, though published as accurate; some of which will be found in the subsequent Table?

The present Map is grounded on the Observations of the Latitudes and Longitudes mentioned in the Surveys, and inserted in the annexed Table, with the Situations given to the same Places in the most approved Maps and Charts, both *English* and *French*, hitherto published: By which Table the Reader may at one View perceive how much they differ from the present Map, and deviate from the Truth.

By comparing those Maps with ours, supported by this Table, it will appear, that Capt. *Southack* has laid all the Coast from *New England* to *Shegnekto* gradually too low, from 5 to 15, and even 38 Minutes: That Mr. *Robert* has placed the same Coast, as far as *St. Croix* River, too low, in a contrary Direction, from 21 to 10 Minutes; and Mr. *Bellin*, to *St. John's* River, lower still, from 28 to 10 Minutes: That, on the other hand, Mess. *Popple* and *Danville* exhibit the same Coast, from *New England* to *Shegnekto*, too high; the first from 5 to 15, the latter from 10 to 20 and 44 Minutes.

These enormous Errors show of how little Use the Draughts or Journals of Mariners are towards adjusting the Situations of Places, and making accurate Charts, when not accompanied with Observations of the Latitude. We find by Capt. *Southack's* Chart, how impracticable it is to settle the Latitude of Places by the Course and Distance observed in Sailing; and by Surveyor General *Blackmore's* Chart, that as soon as they laid down the Quadrant, and trusted to the Needle, for ascertaining the Situation of Places, they fell into Errors gradually as they advanced. Even Mr. *Morris* puts *Port Royal* 18 Minutes too low; altho' at so small a Distance from *Minas*, whose Latitude he had determined.

To go on with the Comparison. In consequence of the different Situations given to *Shegnekto* and *Grinstone* Island, *Southack* places the North Part of the Peninsula of *Nova Scotia* 28 Minutes too southerly; all the rest place it too northerly, from 15 to 40 and 47 Minutes. Herein Mr. *Popple* has succeeded best, and Mr. *Robert* worst.

With respect to the South Coast of the Peninsula, they all place Cape *Sable* too high, from 9 Minutes gradually to 19 and 40. In this Article the Captains *Southack* and *Durel* have approached most near the Mark: Mr. *Danville* least. This Geographer puts Cape *Sambro*, or *Sesambre*, 16 Minutes too high; all the rest too low, from 2 Minutes only, which Messieurs *Durel* and *Robert* may have mistaken, to 25, by how much Capt. *Southack* has erred: Who likewise places Cape *Kanfo* too low by 18 Minutes; altho' he published a particular

Chart

Chart of it and the Islands ; Mr. *Bellin*, 16 Minutes ; Mr. *Robert*, 11. On the other hand, Mr. *Danville* gives it a Situation 9 Minutes too near the Pole ; but Mr. *Popple* only 2. Yet this latter, in adjusting the North Entrance of the Gut of *Kanfo*, errs 18 Minutes in Excess, and others in Proportion down to 4 Minutes ; which is Capt. *Souback's* Deviation for once near the Truth.

As we have no Latitude to the North of Bay *Vert* and the Isthmus of *Shegnekto*, which may be depended on ; instead of carrying my Examination farther North, I shall insert a Table of Latitudes observed by a *French* Pilot in the Bay of *St. Laurence*, as inserted in one of the Charts found on board the Ships taken by Admiral *Griffin*, as before mentioned. This every one who makes a Chart, and hath observed any Latitudes, ought to do. However, the French Navigator did not do it from any such Consideration.

The T A B L E.

	Deg. Min.			Deg. Min.	
Cape <i>Laurence</i> , or <i>Chapeau Rouge</i>	46	50	<i>St. Paul's Isle</i>	47	20
Cape <i>St. Mary</i>	46	50	<i>Isle of Birds</i>	47	55
Cape <i>De Peine</i>	46	40	<i>St. John's Isle</i>	46	30
Cape <i>Raze</i>	46	40	<i>Pierced Isle, or Bonaventure</i>	48	35
Cape <i>Breton</i>	46	8	<i>Cape Rosiers</i>	49	10
<i>Port Berry</i>	46	30	<i>Anticosti South East Point</i>	49	20
<i>Niganiche</i>	46	50	<i>Cape Ray</i>	47	40
			<i>St. Peter's Isle</i>	46	50

This Table may be of some Use, tho' perhaps not more correct than the Observations of Navigators commonly are, who think an Error of 8 or 10 Minutes but a Trifle ; when the Geographer requires the greatest Precision. He inserted it in his Chart to supply the Want of a Scale of Latitude ; for which Omission therefore we are obliged to him : Because, had he made a Scale, he would doubtless, like others, not have inserted the Observations, nor even marked the Places where they had been made. They who make Observations think a Scale answers every thing ; and they who make none, taking Advantage of the others Mistake, insert a Scale that it may be thought they had made Observations. It would be no great Matter if all Map as well as Chart-makers would omit the Scale, provided they inserted the Observations themselves ; because by the Scale one cannot discover the Places where Observations were made, but by Help of the Observations he may easily adapt a Scale.

The Errors as to Latitude in this South Coast of the Peninsula, altho' not so enormous as those found in the Maps and Charts of the Coast to the North of the Bay of *Fundy*, are yet much more inexcusable and considerable ; seeing they respect a Coast in whose exact Representation the Safety of Navigation is much more concerned, as it lies more out to Sea, and in the Way of Shipping.

But the Blame of these Errors does not lie at the Door of the Geographers, who cannot do better than their Materials will permit them. They are the Navigators

Navigators therefore who occasion those Errors, either by wholly neglecting to observe Latitudes, or else not taking them with proper Care. It is surprising they could so long see the Charts in this Part err so monstrously, without any Concern for rectifying them. Since the Time Captain *Durel* made a Chart of the Peninsula of *Nova Scotia*, about 20 Years ago, not one Navigator has done any thing to improve it.

On this Occasion it may be proper to cite a Passage or two out of the Voyage of a curious Sea Officer. Mr. *Chabert* speaking of the great Errors found in the English and Dutch Maps, which differ no less than 9 whole Degrees of Longitude, or about 120 Leagues, in the Situation of the eastern Coast of *Newfoundland*, which amounts to more than one Sixth of its Distance from Europe, adds : “ That so much Uncertainty might produce very pernicious Consequences; and that there was even great Reason to believe, that the Loss of many Ships, among the rest that of the *Camel*, a Pink belonging to the King, in 1715, is to be attributed to no other Cause.*”

It would be more excuseable to err in the Longitude than in the Latitude of Places, because there is not so easy a way of coming at it; and yet it appears from the Table, that the Geographers have erred less in this Respect than the other. What is still more remarkable, they who had least Helps have succeeded best. Mr. *Danville*, who hit the Longitude of *Louisburg* within 25 Minutes, errs 53 Minutes in the Longitude of *Cape Sable*, tho’ in the Neighbourhood of *Cape Briton*; and Mr. *Robert*, tho’ in Possession of the true Longitude of *Louisburg*, an Advantage which none of the rest had, errs 2 Minutes more than Mr. *Danville*: while Capt. *Southack* and Mr. *Bellin* err only 7 Minutes in Defect, and Mr. *Popple* (whose Map is so justly found Fault with in many other Respects) only 2 Minutes. He has hit the Mark also with respect to the Longitude of *Cape Kanso* within 2 Minutes; while Mr. *Robert* (with the Longitude of *Louisburg* so near to assist him) is out 1 Minute more, and Mr. *Danville* 22 Minutes. Capt. *Southack* also errs 29 Minutes; but Mr. *Bellin* a whole Degree.

Mr. *Popple*’s Map therefore may boast of a Victory over all the Geographers on these two Occasions; and of a Fact the like of which is not probably to be found: For by hitting the Situation of the two Extremities of the South Coast so precisely with the Observations, he has likewise determined the Extent of the Peninsula to a Minute, viz. 4 Deg. 37 Min. while the rest make it to exceed; Messieurs *Bellin* and *Robert* by 28 Minutes; Mr. *Danville* 31: Only Captain *Southack* determines it 42 less.

For the future therefore the Geographers ought to be more sparing of Mr. *Popple*’s Map; since if they may be able to correct him in many Things, it is in the Power of none of them to produce such a surprising Instance of Exactness, whether it was owing to Chance or Skill. On comparing him particularly with Mr. *Robert*, who erred though he had the Longitude of *Louisburg* to help him, while the other proceeded as it were at Hazard, with nothing certain for

* Voy. fait par Ordre du Roy en 1750 & 1751 dans L’Amerique Septent. pour rectifier les Cartes des Côtes de l’Acadie, &c. p. 2.

his Guide ; we find these two Maxims verified, that false Conclusions may be drawn from true Premisses, as well as true from false ones.

Mr. *Chabert* determines the Distance from Cape *Kanfo* to Cape *Sable* to be 76 Leagues W. S. W. 8 Degrees S. And supposing 53 Degrees 22 Minutes to be the right Longitude of *Boston*, the Meridian Distance between that City and Cape *Sable* will be 5 Degrees 32 Minutes ; and the Distance by Sea $83\frac{2}{3}$ Leagues W. by 2 Degrees 49 Minutes S. so that *Boston* will be 10 Degrees 7 Minutes more W. than Cape *Kanfo*, and about 159 Leagues distant.

The Geographers err no less in the Figure of the Coasts of *Nova Scotia*, than in the Situation of Places, and commit several other Mistakes. I shall point out a few. Mr. *Robert* mistakes Cape *Elizabeth*, at the Entrance of *Kasko Bay*, for Cape *Porpoise*, or *Porpus*, which lies lower down.

There is no Sign of the Great Bay of *Penobskot* in either his Map, or that of Mr. *Bellin*, whom he for the general copies ; which is the more to be wondered at, as *Champlain*, besides exhibiting it in his Map, has given a particular Description of it, and makes it 9 or 10 Leagues wide at the Mouth.

On the other hand, Messieurs *Popple* and *Danville* (who follows him to the River *St. Croix*) have inserted *Penobskot Bay* in their Maps, but mistake *Long Isle* for *Mount Desart*, which they place within the Bay on the West-side ; and by that means not only confound two Islands together, which are many Leagues asunder, but also contract the Space, between *Ponobskot* and *Pessamaquadi Bay*, 10 or a Dozen Leagues. On the contrary, Messieurs *Bellin* and *Robert*, probably following *Southack's* Chart, put *Mount Desart* several Leagues to the East of *Penobskot Bay*, and represent it as a small Island : Whereas its western End lies at the very Entrance of the Bay to the East ; and it is 16 or 17 Miles in Length. These Errors are the more surprising, as *Champlain* hath described it both as to Situation and Extent precisely conformable to Mr. *Hazzen's* Map, from which we have laid it down.

With respect to the Peninsula of *Nova Scotia*, *Blackmore* and *Southack* make the great Peninsula which lies between the Bays of *Shegnekto* and *Minas* very long and narrow. This happens in consequence of laying down the Coast of the North Main too low, for want of taking Latitudes, as hath been before observed. On the other hand, Capt. *Durel* and Mr. *Popple* make the Breadth of that Peninsula a great deal too large : So do the *French* Geographers, who have not hit either the Form of it or of *Minas Bay*, so well as the English, especially the two first mentioned.

Most of them make the Breadth of the great Peninsula between *Minas Bay* and the South Coast too great ; some by one Half, others two Thirds, and some more than double : Excepting Messieurs *Bellin*, and *Robert* his Copist, who exceed but 2 or 3 Minutes at most ; and Capt. *Southack*, who makes it 7 Minutes less. These Differences are the more considerable, as the Difference of Latitude between *Minas Town* and Cape *Sambro* is not more than 30 Minutes.

The Maps differ exceedingly as to the Figure of the South Coast of the Peninsula. Those of Messieurs *Bellin*, *Robert*, and *Popple*, make it run in a strait line, in consequence of raising the West End too high, and putting the East

End

End too low. Capt. *Southack* makes it belly-out in the Middle, instead of hollowing inwards, in consequence chiefly of placing Cape *Sambro* too low. Capt. *Durel* and Mr. *Danville* hit the Shape of the Coast in this Respect tolerably well.

But none of them all have exhibited the Coast from Cape *Kanfo*, to the North Entrance of the Gut of that Name, any thing like what it is. They make the Distance from Cape *Kanfo* to the Bay of *Shedabukto* abundantly too long, and the Bay itself too wide and deep: They give it likewise a wrong Position; and too little Length to the Gut of *Kanfo*: To which some, like Mr. *Robert*, allow scarce any Length at all; making it as it were only a Passage between two Capes, tho' it be 12 or 14 Miles from Beginning to End.

All the modern *French* Maps and Charts make the Distance between *Kanfo* Gut, and Cape *Stand-off*, or St. *Louis*, as they call it, abundantly too small: For according to the Gentleman from whose Information I laid down this Part of the Coast, the Distance is at least 10 or 11 Leagues. This I the more readily depend on, as it agrees in this Point with the Chart of Mr. *Denys*, (prefixed to his Relation of *North America*) who resided at *Shedabukto*, and had this Coast under his Government. It seems confirmed likewise by the Situation which Mr. *Chabert* gives it in his general Chart. I have, however, in this Part had an Eye to the *French* Maps and Charts before mentioned; which in other Respects do not differ much from the Position given to this Coast, in our Map, of about West by North. But Mr. *Popple* advances it N. W. to near the 47th Degree of Latitude; while Capt. *Southack's* makes it bend S. W. as low as 44 Degrees 40 Minutes. In short no two Things can more depart from the Truth, or differ from one another in this Respect, than these two Charts. However, as faulty as Captain *Southack's* Chart may be with respect to the Shape of the Coasts, it has in one Point the Advantage of all the rest; as it exhibits Cape *Sable* nearly in the same Form, and lying one Half inclosed within a Hollow of the Coast, as Mr. *Chabert* represents it.

This great Number of monstrous Errors of every Kind, in the Figure and Position, as well as Longitude and Latitude of Places, is, methinks, a Reproach both to Navigators and Geographers. To Navigators, for neglecting to make exact Observations at all Ports and Headlands wherever they come; altho' they see the wretched Condition of the Charts, which are every Moment before their Eyes. To Geographers, because, notwithstanding their Materials of any Worth are so few and imperfect, they industriously conceal them from one another, which hinders the Advancement of the Science: Whereas if they would communicate them, the Maps resulting from their several Labours would be more accurate and complete, if not perfect; nor would they differ so enormously, if they did not altogether agree. It is with a View to bring about such a Communication of Materials, that I have been so particular in specifying those which I made Use of.

Considering how long *Nova Scotia* has been frequented and settled both by *English* and *French*, it is surprising that it should be no better represented in Maps; especially as it was of great Importance to Navigation to have the Situation

tion of its Coasts, at least those on the *Atlantic Ocean*, accurately determined.

The first tolerable Draught to be met with of *Nova Scotia* is that which Mr. *Popple* has given us in his 12 Sheet Map of the *British Empire in America*, published in 1733. This Gentleman, as Secretary to the Board of Trade, was in Possession of many choice Materials found in the Plantation-office; and yet his Map has been the Subject of Criticism ever since the Publication. But how should it happen otherwise? Since it does not at all appear, that he (or rather Capt. *Lampriere* his Operator) made Use of any Astronomical Observations: Without which no Accuracy as to the Situation of Places, (which is the principal Object of Geography) could be expected, however some Places might fortuitously fall right, as to either Latitude or Longitude, like the Capes *Kanfo* and *Sable* before mentioned.

The next are two Representations of the Peninsula, drawn by Mr. *Bellin* Hydrographer to the *French Marine*, in 1744, for *Charlevoix's History of New France*. The first is a particular Map of the Peninsula; the latter is comprised in his Map of the Eastern Part of *New France*. These Draughts, especially the latter, tho' amending, as well as improving Mr. *Popple's*, in several Respects, are yet far from being accurate; and that given by Mr. *Danville*, in his Map of *North America*, published in 1746, deviates still more from the Truth. As to Mr. *Robert's*, which appeared in 1753, it is a Copy from Mr. *Bellin* in this Part; only somewhat rectifying the Situation of it by Means of the Longitude of *Louisburg*, observed by Mr. *Chabert* two Years before.

For these Reasons I began my Map of *Nova Scotia*, with a particular View to exhibit the Peninsula more accurately than had been done in former Maps: Especially as I found myself provided with several good Materials for the Purpose; particularly the Surveys of Surveyor General *Morris*, which comprise all the middle Part from North to South. By Help of the Latitudes of *Minas* and *Grindstone Isle*, inserted in his Survey of the northern Part, joined to the known Distance from *Louisbourg* (whose Longitude, found by Mr. *Chabert*, was communicated long before his Voyage was published) I adjusted its Situation in the Map: But since Mr. *Morris* had observed no Latitude (at least that appears) for the South Coast, I was quite at a Loss how to fix it, especially as I found so great Disagreement in the Maps, with respect to *Halifax* and Cape *Sambro*, the Point most necessary for the Purpose; as the Peninsula being very narrow in this Part, an Error would be more sensible here than elsewhere. And when I applied to several Navigators to resolve my Doubts, I was only perplexed the more by the Disagreement which appeared among their Reports: Some raising the Latitude of *Halifax* to 44 Degrees 45 Minutes, and even to 45 Degrees of Latitude; which last being the same with that of *Minas*, brings the South Coast into the same Parallel with *Minas Bay*, and consequently confounds them together.

After some Months fruitless Enquiry by myself and Friends, I thought it was in vain to wait, and so resolved to proceed. Accordingly I went to Work, and finished my Map the best I could; fixing Cape *Sambro* in about 44 Degrees 20 Minutes, by the reputed Distance from *Minas*. I rejected the Latitude of Cape *Kanfo* found in Capt. *Durel's* Chart, and said to have been observed, to follow

follow Mr. *Bellin*, on the Credit of what he tells us in his *Remarks* prefixed to Vol. III. of *Charlevoix's* History, "That he had made all the Researches possible for *Acadia* (by which he means the Peninsula of *Nova Scotia*) and had taken from Journals of the King's and Companies Ships, the Latitudes both of the East and West Points:" By which must be understood the Capes *Sable* and *Kanfo*. With regard to this last in particular, he says, "That, altho' Mr. *Popple* has exhibited the Peninsula exactly enough with respect to its Length, and the Latitude of Places, yet he puts *Kanfo* 20 Minutes too northerly." All this was so plausible, and so strongly asserted, that (tho' his Maps differ) I made no Difficulty to follow him both in the Latitude of Cape *Kanfo* and that of Cape *Sable*, (as marked in his Map of the Peninsula, which I preferred to his general Map of *New France* in these Particulars) especially as the latter seemed confirmed by the Tables of Latitude and Longitude inserted in the Mariner's Compass rectified, and other Books of the Kind, for the Use of Navigators; who for the general, it seems, look on them as infalible.

I must own I had no Dependence on the Latitude any more than the Longitude of Cape *Sable*, as found in those Tables, otherwise than as it agreed with the Situation given to it by Mr. *Bellin*; which I judged to be nearer the Truth, as Mr. *Danville* places that Cape above the Latitude of 44. I concluded also, that if those Tables were right in any thing, it must be in giving the Latitude of so remarkable a Cape; and the rather as it had stood in them so long without any Alteration.

When the Outlines of the whole Map was drawn, I was informed by a Sea Officer, that Cape *Sambro* was situated precisely in the Latitude of 44 Degrees 30 Minutes. He assured me that he was Witness of three Observations which were made at the same Time, from different Ships, and which all agreed within a few Seconds. On the Credit of this Information I resolved to alter my Map; and found myself obliged to give this Part of the southern Coast a different Situation with respect both to Latitude and Longitude, such as it now stands in the Map.

Having done this I sent it to the Engravers; and when all the Coasts and Rivers were finished, Mr. *Chabert's* Voyage appeared, containing his accurate Charts, and Astronomical Observations, made particularly at those three Places, whose Latitudes I had been so long in quest of, and believed I had at last procured: But when I came to examine things, I was much surprised to find how greatly I had been mistaken, as well as misled, with regard to two of them. Mr. *Chabert* expresses a great Surprise at the enormous Error of no less than 27 Min. in the Lat. of Cape *Sable*, found in the Chart of the Marine. I was as much surprised as he to find such an Error; but more at Mr. *Bellin's* declaring "That he had taken the Latitude both of Cape *Sable* and *Kanfo* (in which last he errs 20 Minutes) from the Journals both of the King's and the Company's Ships." This Matter, methinks, requires an Explanation. If one cannot depend on the Declaration of a Person in such Cases; or if a Geographer will put off his own Conjectures for actual observations, I know not what can be said.

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As for the Mariner's Compass Rectified, and the like Books, it seems incumbent on the Navigators to oblige the Publisher to reform his Tables, and to throw out all Latitudes and Longitudes which have not been observed ; or at least distinguish them by some Mark from others, to prevent the Loss of Shipping. Indeed Navigators themselves are greatly to blame, who could so long see such dangerous Errors, in Books published for their Direction in Sailing, without taking Notice of, or sending to the Bookseller to correct, them ; as if they were regardless of the Security of Navigation, or could sail as well by false as by accurate Tables.

On examining my Map by Mr. *Chabert's* Observations, I found that I had succeeded exactly, with respect both to Latitude and Longitude, in placing Cape *Sambro* ; but was much out in the Latitude of Cape *Sable*, and in both Latitude and Longitude of *Kanso*. Here was a new Occasion for cutting my Map to Pieces. However glad to rectify such enormous Errors, and to find it a task in my Power to attain the Completeness which I aimed at, with respect to this important Part of *Nova Scotia*, I made the necessary Alterations, and sent it to be engraved over again, in the Manner it now stands.

I cannot forbear on this Occasion to renew my Suit to Navigators, to contribute to the Perfection of Charts, by making Observations of the Latitude at every Place they touch at, however inconsiderable, whenever they have an Opportunity. They see what Difficulties the Geographers are put to ; and what considerable Mistakes they are led into, both by their Neglects to make Observations, and their Carelessness in making them. They will, I presume, pardon me this Remonstrance, when they reflect what Trouble and Expence it has cost me on that Occasion, with respect to the Map in question.

The Generality of Mariners seem to know of no Utility in observing Latitudes, farther than to find the Place where they are bound to ; and, when they come in sight of Land, lay the Quadrant aside, as an Instrument no longer of Use, and sail by the Direction of the Coasts.

While our Navigators avoid making Observations when they have the fairest Opportunities, the *French* are seeking such, and undertake long and hazardous Voyages on purpose to make them ; of which Mr. *Chabert*, who has furnished us with so many curious Observations for *Nova Scotia*, is a recent Instance.

This Gentleman being in *America* in 1746, took Notice how extremely erroneous the Charts were, particularly with respect to Coasts so very dangerous ; and reflecting on the great Hazards to which Shipping must be exposed on that Account, at his Return applied himself to the Minister who superintended the Marine, and offered to go to make the necessary Observations to rectify them, after he should be instructed for the Purpose. The Minister readily gave Ear to a Proposal which tended to the Welfare of Navigation and Commerce, as every good Minister would ; and having recommended the Matter to the King, his Most Christian Majesty gave Orders that his Request should be granted. Mr. *Chabert* employed four Years to qualify himself for the arduous Undertaking, and then set-out in one of the King's Ships to execute his Scheme.

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The King spares no Expence to furnish those, who are sent abroad on such Occasions, with the necessary Instruments. Mr. *Chabert* had those of all Sorts delivered to him; particularly a large Telescope, a Quadrant of 3 Feet Radius, and a Pendulum-clock. He attended with indefatigable Care to compute exactly the Bearing and Distance, from Point to Point along the Coast, that he might the better judge of the Truth of his Observations; and, in order thereto, not only frequently observed the magnetic Variations, but, for the first Time perhaps, altered the Log-line to accommodate it to the newly-discovered Figure of the Earth. On which Occasion he takes Notice of the perverse Obstinacy of Mariners, who, wedded to their old Errors, will run any Risk rather than quit them. He invented a new Method of surveying by Sea, or making Draughts of the Coasts in sailing along them, more accurately than by the common Methods in Use, and which he practised in making those Draughts before mentioned inserted in his Voyage. In short, his Book, which abounds with curious Remarks and Instructions, ought to be read, and his Example followed, by all Navigators.

Mr. *Chabert*, in the Relation of his Voyage, p. 4. recommending the Duty of making Observations of the Longitude and Latitude to all Sea-officers, says, "That their Application to Astronomy for that Purpose must needs produce very advantageous Effects; that the frequent Voyages which they perform furnish them with easy Opportunities of making Observations, and that they are the Persons from whom Geography and Navigation are to expect the quickest Advances; as with Pleasure, says he, I see it verified every Day." He speaks with respect to the Sea-officers of his own Nation; and it could be wished, that what he says of them might with equal Justice be applied to ours. But this is not to be expected, while the close Connection which is between Navigation and Commerce seems not as yet to be sufficiently perceived here, and that Science is not the Object of ministerial Care, as in *France*. The Persons who preside over the Marine in that Kingdom have been very intent on having the Charts improved; particularly the two last, Count *de Maurepas*, and Mr. *Rouille*, Secretary of State: "looking on them, says Mr. *Chabert*, speaking of the latter, as an essential Part of Navigation; whereon sometimes depends the Success of the King's Arms, and always that of Commerce, and the Safety of Mariners."

To return to my Map. It is in this Part, relating to the Peninsula, composed from the two Surveys of Mess. *Morris* and *Chabert*: for though, considered separately, neither were perfect; yet as one supplied what was wanting in the other, both united form a compleat Survey of the whole; excepting the Bay of Isles, and Piece of Coast, from the Gut of *Kanso* to *Green Bay*; which yet, with respect to Position, are sufficiently exact. So that the Peninsula, as it now stands in my Map, may be said to have all the three Essentials which Geography requires, of Situation, Figure, and Dimensions.

However, it is proper to observe, with regard to the Longitude of Cape *Sable*, that it is not simply the Result of an actual Observation, but of an Observation and the Distance run, to and from, between it and Cape *Kanso*. By
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the Observation (which was of the Moon's Distance, both from a fixed Star and the Sun) Cape *Sable* lies 68 Deg. 14 Min. 30 Sec. West of *Paris*; and that resulting from the Distance differed only about 4 Leagues, and but 2 Degrees in the Bearings: whence he concluded, that Cape *Sable* is distant from *Kanfo*, West-South-West, 76 Leagues, and consequently the Longitude 67 Deg. 50 Min. West of *Paris*.

While I am writing this, there is published a *New Map of the British and French Dominions in North America*, by Dr. *Mitchel*: From which ours differs much in many Respects; and particularly in the Part now under Consideration, especially the Coast from the North-entrance of *Kanfo* Gut to *Port Royal*. This last Place is put 10 Minutes more South than in ours; and the first 10 Minutes more North, after Mr. *Robert*. Cape *Sambro* is situated 13 Minutes too low; and those of *Kanfo* and *Sable* being placed four too high, the South-coast of the Peninsula, instead of hollowing in towards the Middle, as it ought to do by the Remark, as well as Observations, of Mr. *Chabert*, bellies out considerably. Besides, as the Peninsula is very narrow in that Part, the Difference of Latitude between Cape *Sambro* and *Minas* being no more than 30 Minutes, or half a Degree, 13 Minutes make it by near one half broader than it is.

As to Longitude, he makes that of Cape *Kanfo* 17 Minutes, and that of Cape *Sable* 1 Degree 5 Minutes, too much. The other Differences, with regard to the Figure of the Coasts, as well as Situation of Places in *Nova Scotia*, may be seen by comparing the Maps together, and inspecting the annexed Table; where our Work is supported by the many Observations made in these Parts by Mess. *Blackmore* and *Chabert* (especially this latter), as well as those of Mr. *Morris*; of which only, the Author of the New Map of *North America* seems to have made Use.

I judged it necessary to say thus much, to obviate any Objections which might be started against this Map, on account of its disagreeing so considerably with the other. And as that Gentleman has produced no Vouchers to support his Performance, I presume what I have done that way will sufficiently justify mine.

As the Observations of the Longitude, as well as Latitude, made at *Louisburg*, *Kanfo*, and Cape *Sable*, are the Foundation of our Map towards the East; those of *Boston*, and *Quebek* or *Kebek*, are its Basis in the West. But the Longitude of these two last Places being somewhat dubious, or at least controverted, it may be proper to consider them a little.

There is a great Disagreement between the Observations of lunar Eclipses made at *Boston*, by different Persons at different Times, for determining the Longitude: one in 1700, by Mr. *Brattle*; and the other in 1717, by Mr. *Robie*, is Disciple and Successor in the University of *New Cambridge*.

From Mr. *Brattle*'s Observations result the three different Longitudes of 53 Degrees 2 Minutes, 53 Degrees 17 Minutes, and 53 Degrees 10 Minutes, the middle Difference, reckoning from the Meridian of *Ferro*; *London* being supposed 17 Degrees 35 Minutes more East than that Island, and *Paris* 20 Degrees. There was another Observation made in 1704, which makes the Longitude 53 Degrees 10 Minutes: And we are told, that at *New Cambridge*, about 3
Minutes

Minutes West of *Boston*, it was often found to be 53 Degrees 25 Minutes; which gives 53 Degrees 22 Minutes for *Boston*.

On the other hand, the Observation of *Robie* makes it 53 Degrees 57 Minutes; that is, 35 Minutes more than the last Result of *Brattle*, and 55 Minutes more than the first.

To examine which Result might be the truer, I made use of the North Boundary-line of *Massachusetts Bay Province* in *New England*, as run and measured in 1739. It begins at the Coast three Miles North of a *Black Rock*, and runs parallel with that River to *Pantukket Station* (3 Miles East of it), 27 Miles West, 9 Degrees South by Compass; from thence 53 Miles 58 Rods West, 10 Degrees North, to *Konnektikut River*, ($1\frac{3}{4}$ Miles North of *Northfield Meeting-house*, and about 10 Miles South of *Fort Dummer*): from thence to *New York Line*, (20 Miles East of *Hudson's River*), 36 Miles 60 Rods; in all about 90 Miles. This Line continued falls in with *Hudson's River*, 6 Miles above *Albany Church*, and a little below the Mouth of *Mohawks River*; whose meridian Distance from *New York*, by *Evans's Map of Pennsylvania*, is about 27 or 28 Minutes.

After fixing the Situation of *Pantukket Station* with respect to *Boston*, allowing for the Variation of the Needle, and reducing the *English Miles* to Degrees of Longitude in the Latitude of 43; I found the meridian Distance between *Boston* and *New York* to be no more than 3 Degrees and 4 or 5 Minutes. At most it cannot exceed 53 Degrees 7 Minutes, as *Mr. Robert* puts it; who in this Point has the Credit of approaching nearest its true Situation, in respect of *Boston*, of all the Geographers.

Now, supposing the Longitude of *New York* to be 56 Degrees 29 Minutes (according to the Observations made at that Place by Governor *Burnet*, and at *Wansted*, in *England*, by *Mr. Bradley*), by deducting 3 Degrees 7 Minutes, you have 53 Degrees 22 Minutes for the Longitude of *Boston*, exactly tallying with the Result of *Mr. Brattle's* Observations, so often found at *New Cambridge*. The Longitude of 56 Degrees 29 Minutes, resulting from *Mr. Bradley's* Observation, is to be preferred on all Accounts to that of 57 Degrees 22 Minutes, supposed by *Mr. Burnet*; for he made use of the Calculus or Tables of the Eclipses of *Jupiter's* Satellites, having had no corresponding Observations to compare with his own.

Having thus adjusted the Longitude of *Boston*, I undertook to examine that of *Quebek*, by means of the Surveys made of the River *Kennebek* before mentioned. Supposing 53 Degrees 22 Minutes to be the true Longitude of *Boston*, and that the Mouth of the *Kennebek* lies about 1 Degree 9 Minutes to the East, this last will fall in 52 Degrees 11 Minutes; and allowing 11 Degrees for the West Variation, the Part of its Stream which approaches the Head of the *Chaudiere* will nearly coincide with the same Longitude, which is but 2 Minutes less than that of *Quebek*. If therefore the Course of the *Chaudiere* be partly north-easterly, and partly North, as laid down in an Eye-draught by the *French* Designer; the Longitude of 52 Degrees 13 Minutes, resulting to *Quebek* from the Observations of *Bressani* the Jesuit in 1649, must be nearly right: at least that City must not be placed much more to the West. This I thought proper to take

notice of, although I had not an Opportunity of remarking it Time enough to make the proper Alterations with respect to the Situation, either of *Quebek*, or the Mouth of the *Kennebek*.

It remains to say a Word or two relating to the Bounds of *Nova Scotia*; and the Title which the *English* have to the exclusive Settlement of that Country. The Bounds were first appointed by King *James I.* who, in his Grant made to Sir *William Alexander* in 1621, assigned for its western Limits the River *St. Croix* to its Head; and a Line thence to run due North to the first Station for Ships, River, or Spring, falling into the great River of *Canada* (or *St. Laurence*): then to follow the Course of that River to the Port of *Gaspere* or *Gaspie*; from whence a Line drawn round the Coast through the Sea to the Mouth of *St. Croix* River, and including Cape *Breton*, with all the other adjacent Islands, was to be its Limits on the East, South, and Remainder of the West.

Afterwards all *Nova Scotia*, and so much more of the Country as lies westward from the River *St. Croix* to that of *Penobskot* or *Pentagoet*, being ceded to *Lewis XIII.* in 1632; that Prince, the next Year, extending his Claim beyond his Title, granted all the Country bounded on the West by the River *Kennebek*, and on the North by the River *St. Laurence*, under the Name of *Acadia*, to certain Proprietors. In 1635 Sir *William Alexander*, then Earl of *Sterling*, and Viscount *Canada*, to keep up the *English* Claim, and co-extend *Nova Scotia* with *Acadia*, obtained a Patent of *Charles I.* for all Lands between the three Rivers, *St. Croix*, *Kennebek*, and *St. Laurence*; to which he also gave the Name of *Nova Scotia*: And thus the Name comprises all the Country from *New England* to the Gulph of *Nova Scotia*, or *Newfoundland*, called by the *French* the Gulph of *St. Laurence*. The Country between the *Kennebek* and *St. Croix* did not long retain the Appellation; being granted by *Charles II.* to his Brother *James*, it took the Name of the Duke of *York's* Property or Territory; and, when he came to the Crown, it was called the King's Land. After the Revolution it was annexed to the Province of *Massachusetts Bay* in *New England*, and denominated the Province of *Sagadahok*; which Name it at present bears.

The *English* claim an exclusive Right of settling in all and every Part of *North America*, from Cape *Florida*, in the 25th Degree of North Latitude, to the 66th or 67th Degree, by virtue of Discoveries made in 1497 by the *Cabots*. But as *Nova Scotia* hath past backwards and forwards several Times between the two Crowns, by Conquest and Treaty, the Ground of Claim is now changed, and on another Footing.

The *French*, in 1603, intruding into the Country, then called *La Cadia*, and since *Acadia*, settled both on the Continent in *St. Croix* River, and in the Peninsula at *Port Royal*, as well as other Places; but in 1613 Capt. *Argal* drove them out.

In 1621 it was granted by King *James I.* to Sir *William Alexander*, as before set forth: But the *French* taking Advantage of the *English* not settling immediately, or rather not giving them Time to settle, returned and settled again in several Places. However, War breaking out in 1627 between the two Crowns, they were driven out a second Time in 1628, by Sir *David Kirk*, who the next Year also conquered *Canada*; whence it is deservedly called *Kirk's Land*.

In

In 1632 it was delivered up by King *Charles I.* almost unasked, to *Lewis XIII.* to the great Dishonour of the Nation, and Injustice done to the victorious *Kirk*, who was almost ruined by it. But *Cromwel* resenting the Injury done to him, as well as disapproving of the Alienation, in 1654 recovered it again; and it was again given up to *Lewis XIV.* at the Treaty of *Breda* in 1667, by *Charles II.* in prejudice to the proprietary Right of Sir *Thomas Temple*, without any Satisfaction being made that Gentleman or his Heirs.

In 1680 the *English* became a fifth Time Masters of *Nova Scotia*; yet the *French* still renewing their Encroachments, the *English* in 1687 began to dispossess them; and in 1690 effected it under Sir *William Phips*: however they were dispossessed the next Year by *Villabon*, French Governor of *Acadia* or *Nova Scotia*.

In 1697, at the Peace of *Ryswick*, *Nova Scotia* was a third Time given up to *France*, though not expressly named in the Treaty: But in 1710, during Queen *Anne's* War, General *Nicholson* reduced it once more under the *English* Dominion; and, three Years after, in the Treaty of *Utrecht*, it was formally relinquished and ceded by *France* to the Crown of *England* for ever.

Lewis XIV. made several Proposals for having *Acadia* (the French Name for *Nova Scotia*) restored to him. But Queen *Anne* rejected the Offers; and insisted on having all *Nova Scotia*, according to its antient Bounds, given up; and, to make her Title the surer, ordered the Name of *Nova Scotia* to be inserted in the Treaty, as well as that of *Acadia*, which alone had, by Management of the *French*, been inserted in former Treaties.

The *English* therefore now claim *Nova Scotia* or *Acadia* by Right of Treaty. But the *French*, who had no Intention to perform that Treaty, (though made in as solemn a Manner as a Treaty could be made), soon after laid Claim to almost the whole Country, which had been so solemnly surrendered up: under Pretence, that no more than *Acadia*, according to its antient Limits, had been given up by the Treaty of *Utrecht*; and that as the Limits of this Country did not extend beyond the South-coast of the Peninsula, or the whole Peninsula at most, therefore *England* could be entitled to no more: And, on the Strength of this barefaced Quibble, supported by Force of Arms, they took Possession of all the Continent-part of *Nova Scotia*, which makes near 3-4ths of the whole: but it is hoped by this Time that they are obliged to quit it.

Nothing is more easy than to confute that Allegation, which indeed confutes itself; for the Treaty cedes *all Nova Scotia or Acadia, with its antient Limits*: So that the Words *antient Limits* refer to both alike; for by the Treaty the Countries are identified, if they had been different before; and the Names become synonymous, each denoting one and the same Province.

Besides, in saying that the ancient Bounds of *Acadia* were limited to the Peninsula, or a bare Coast of the Peninsula, they assert a most egregious Falsehood; for *Lewis XIII.* as has been shewn before, supposed the Bounds of *Acadia* to have extended North to the River *St. Laurence*, and West to the *Kennebek*, which bounds *New England* on the East; and those were the Bounds assigned it in all the Grants and Patents to Governors during his Reign, and that of his Successor.

Successor, down to the Year 1710, when it was taken by the *English*. And what puts the Matter beyond all Controversy, *Champlain*, the first Discoverer of *Acadia*, called by the *French* the Father of their Settlements in *Canada*, of which he was many Years Governor, declares, in his *Voyages*, (printed in 1632, l. i. p. 65.), that *the River St. Laurence washed the Borders of Acadia*; and consequently is to be considered as its antient, or most antient Boundary, for he is the first who mentions the Bounds of it. But as this Question has been thoroughly discussed in a late Pamphlet, entitled, *The Conduct of the French with regard to Nova Scotia, from its first Settlement to the present Time*, I must thereto refer the Reader who is willing to be further satisfied.

C O M P A R A T I V E T A B L E:

Places.	Observations.	Observers.	Southack's Chart.	Durel's Chart.	Popple's Map.	Bellin's Map.	Danville's Map.	Robert's Map.	Blackmore.	Chabert's Chart.	Mitchel's Map.	New Map.
Quebeck,	Lat. 46 55 Lon. 52 13	Bressani 1649,	—	—	47 40 53 15	46 50 52 15	46 50 53 40	46 55 52 30	—	—	46 0 52 0	—
Boston,	Lat. 42 25 Lon. 53 22	Brattle 1700,	42 25 53 3	—	42 30 42 30	42 25 52 43	42 30 53 20	42 25 52 53	—	—	42 25 53 3	42 25 53 22
Mount Defart,	Lat. 44 45 Lon. —	Robbe 1717, Blackmore 1711,	44 30 49 50	—	44 30 49 37	44 17 50 55	44 55 50 25	44 24 50 55	—	—	44 34 50 28	44 45 50 12
Mount Defart Rock,	Lat. 44 25 Lon. —	Blackmore,	44 17 49 40	—	44 15 49 25	44 0 50 25	44 43 50 9	44 10 50 25	—	—	44 27 50 28	—
Grindstone, or Mill Isle,	Lat. 45 40 Lon. —	Morris 1749,	45 2 46 20	—	45 55 46 30	46 20 45 35	46 24 46 8	46 27 46 37	45 28	46 23 46 15	45 41 46 30	45 40 46 40
Minas Town, or Grand Praye,	Lat. 45 0 Lon. —	Morris,	44 27 46 20	45 30 45 20	45 30 45 37	44 58 46 5	45 33 46 40	45 2 47 14	44 54	45 20 46 35	45 3 46 22	45 0 46 20
Port Royal,	Lat. 44 50 Lon. —	Blackmore,	44 28 47 33	44 46	44 43 47 20	44 45 47 47	45 8	44 50 49 0	44 50	44 51 47 47	44 40 48 45	44 50
Long Isle,	Lat. 44 51 Lon. 44 16	Chabert 1751, Chabert,	44 20 48 22	—	44 30 47 52	44 48	—	—	44 23	44 16 48 21	44 27 49 25	44 16 48 12
Cape Sable or Sandy,	Lat. 43 23 45 Lon. 47 50	Chabert,	43 32 47 43	43 32 47 32	43 35 47 47	43 38 47 43	44 3 48 43	43 42 43 55	—	43 23 47 50	43 27 48 55	43 23 47 50
Bokkaraw Passage,	Lat. 43 31 Lon. 47 49 30	Chabert,	—	—	—	—	—	—	—	43 31 47 49 30	—	—
Cape Sambro,	Lat. 44 30 Lon. —	Annesley,	44 5 46 45	44 28	44 23 45 42	44 25 45 9	44 48 46 0	44 28 46 22	—	44 30 45 57	44 17 46 5	44 30 45 57
Cape St. Cendre, or Chebukto Head,	Lat. 44 32 Lon. —	Chabert,	—	—	—	—	—	—	—	44 32 45 50	—	44 32 45 50
Cape Kanfo or Canceau,	Lat. 45 18 Lon. 43 13	Chabert,	45 0 43 53	45 25 41 50	45 20 43 10	45 0 42 38	45 27 43 35	45 7 43 50	—	45 18 43 13	45 22 43 31	45 18 43 13
Kanfo Isle,	Lat. 45 25 Lon. 43 15	Durel 1724, Chabert,	—	—	—	—	—	—	—	45 20 43 15	—	45 20 43 15
Grand Anse in Kanfo Gut,	Lat. 45 37 Lon. 43 40	Chabert,	—	—	—	—	—	—	—	45 37 43 40	45 47 43 42	45 37 43 40
Point la Patriere in Kanfo Gut,	Lat. 45 39 Lon. —	Chabert,	—	—	—	—	—	—	—	45 39 43 0	—	45 39 43 0
Kanfo Gut, N. Entrance,	Lat. 45 42 Lon. —	Chabert,	45 46 43 28	45 55 44 55	46 0 43 45	45 50 42 47	—	45 52 43 50	—	45 42 43 47	45 52 43 42	45 42 43 47
Isle Sable, W. Point,	Lat. 44 6 Lon. —	Chabert,	—	—	44 44 42 40	8	—	—	—	44 6 42 40	43 50 43 20	44 6 42 40
Louisburg,	Lat. 45 53 45 Lon. 42 15	Chabert,	—	—	45 54 52 2	45 55 41 0	45 55 41 50	45 53 42 15	—	45 53 45 42 15	45 55 42 5	45 53 45 42 15
Skatari in Cape Britain,	Lat. 46 1 30 Lon. —	Chabert,	—	—	—	—	—	—	—	46 1 30 41 58	—	46 1 30 41 58
Fort Dauphin in Cape Britain,	Lat. 46 21 Lon. —	Chabert,	—	—	—	46 31	—	—	—	46 21 42 30	46 33 42 15	46 21 42 30
Isle St. Paul,	Lat. 47 11 Lon. —	Chabert,	—	—	46 38 41 35	47 10 40 17	47 10	47 10 41 46	—	47 11 42 15	47 13 41 33	47 11 42 15
Cape Ray in Newfoundland,	Lat. 47 41 30 Lon. —	Chabert,	—	—	—	—	—	—	—	47 41 30 41 22	47 50 41 2	47 41 30 41 22

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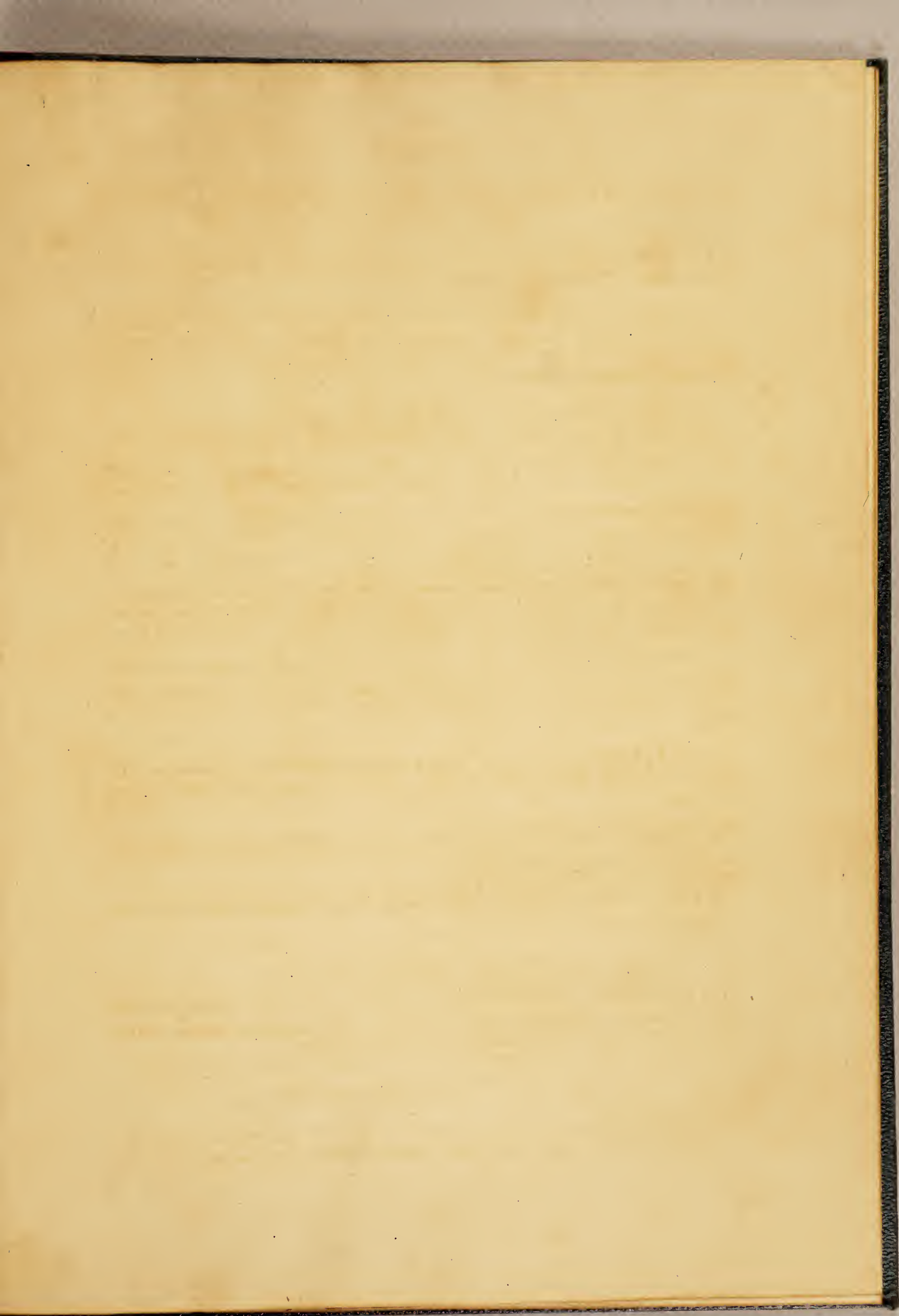
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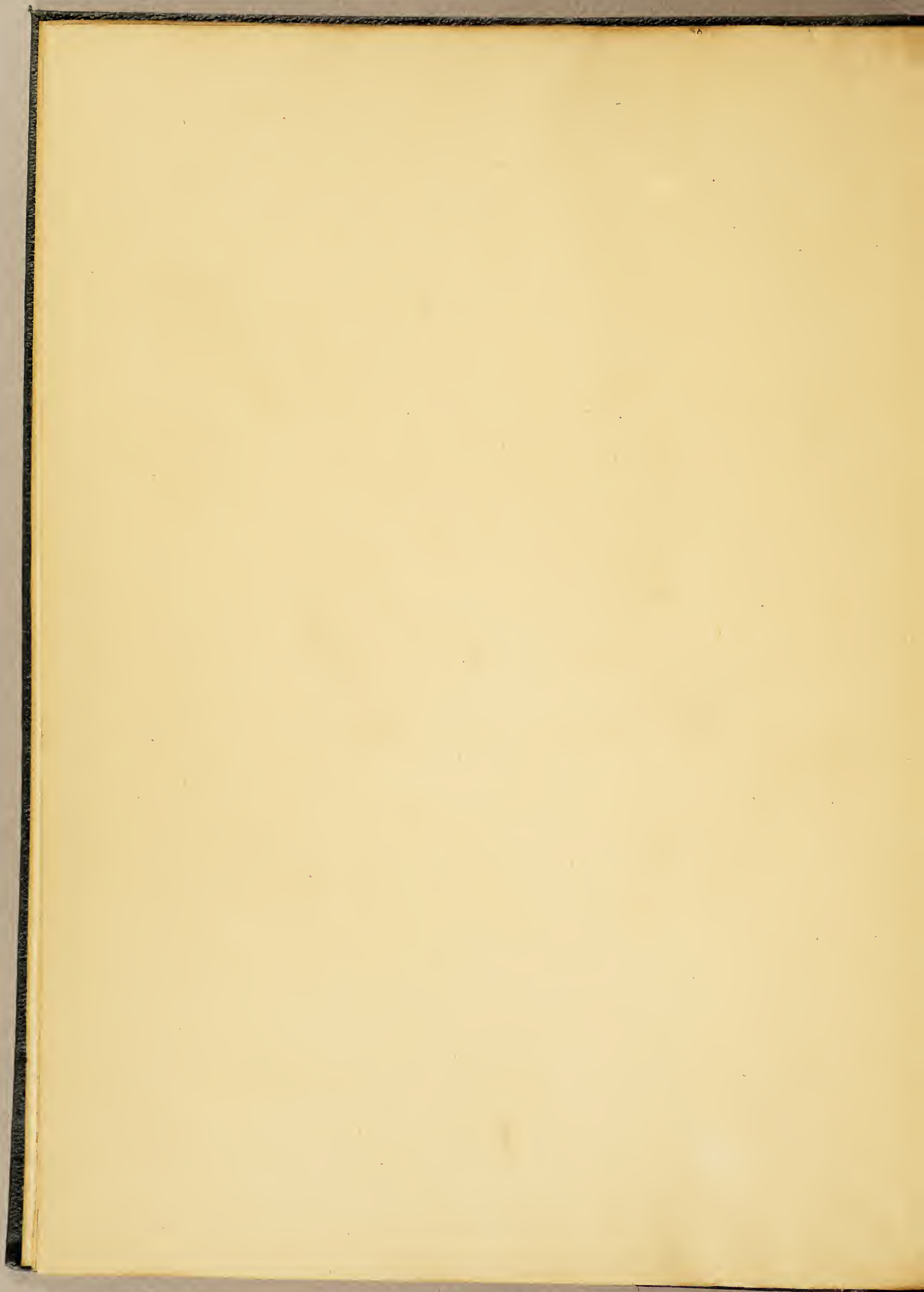
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